

## CLASSIFIED MESSAGE

DATE 1954Z 03 AUG 62

~~SECRET~~

TO : DIRECTOR

EO 12958 3.3(b)(1) 25Yrs  
(N)FROM : 

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

TOR: 2050Z 03 AUG 62

ROUTING

1	AD/OSA	4	P/DD
2	P/DD	5	OD
3	"	6	"

MD  
CD  
RB  
E19C  
**PRIORITY**

IN 44732

TO PRITY 

INFO

CITE

5688

OXCART

COL HOLBURY SENDS TO COL BEERLI, MR KIEFER AND MR PARANGOSKY

FLT NUMBER 30 WAS AIRBORNE AT 0840 LOCAL 3 AUG 62. GROSS WEIGHT AT T.O. WAS 75,000 POUNDS WITH CG 20.2 PER CENT. NORMAL AB CLIMB AT 350 KEAS TO 26,000 FEET THEN MACH .90 TO 40,000 FEET. CLIMB PROCEDURES BEING CHECKED AND PILOT PARKS SAID THIS SCHEDULE FELT GOOD. BY-PASS DOORS WERE CYCLED USING BOTH MANUAL AND AUTO POSITIONS TO CHECK FOR NON-MOVEMENT OF SPIKE. AUTO PILOT CHECK MADE - 30 DEGREE LEFT BANK TO LEVEL USING CONTROL STICK STEERING THE SECOND 30 DEGREE BANK ENTERED - NO CONTROL STICK STEERING USED - RELEASED STICK ACFT RETURNED TO LEVEL FLIGHT AS SUPPOSED TO. SERIES OF AIR CONDITIONER CHECKS - TWO MINUTES HOT THEN TWO MINUTES COLD WORKED FINE. PILOT OPERATED PRESSURE DUMP SWITCH AT 28,000 FEET - IT WORKED FINE. THEN DESCENT MADE TO 20,000 FEET 400 IAS AND AIRSPEED DROPPED IN 20 KT INCREMENTS AND AIRSPEED CALIBRATION CHECK WITH F-104. FLY BY AT 325 IAS AT APPROXIMATELY 200 FEET. DUMPED 5,000 POUNDS FUEL AND LANDED

APPROVED FOR RELEASE  
DATE: AUG 2007~~SECRET~~

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[ ] USUAL TAILWIND CROSSWIND - NO PROBLEMS. CHUTE  
DEPLOYED NORMALLY, RIGHT INBOARD TIRE BLEW, ACFT STEADY.

LAC FORCE REDUCING GREATLY THIS WEEK-END. NO FLIGHT  
MONDAY. FLT TUESDAY SCHEDULED TO DETERMINE MAX SPEED/ALTITUDE CAP-  
ABILITY OF A-12 WITH J-75 ENGINES. PILOT WILL WEAR PRESSURE SUIT.

END OF MESSAGE

~~SECRET~~

GROUP 1 EXCLUDED FROM  
AUTOMATIC DOWNGRADING  
AND DECLASSIFICATION